

Indiana's Railroad Grade Crossing Programs

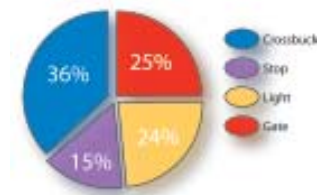
INDOT's budget for rail crossing signal projects is about \$15 million per year. This money will fund approximately 90 crossing improvements per year. Nearly all of these upgrades are for local roads, because most state highway crossings already have lights or gates.

While the number of accidents has generally been declining for more than 20 years, Indiana ranks fifth in the nation for total crossings and generally ranks between second and fourth for number of accidents. More than half of those crashes are at crossings that have flashing lights or gates. Warning devices are only effective if drivers obey them. While Indiana ranks high in crossing accidents, keep in mind that with 153 crashes and 19 fatalities last year, rail crossing incidents comprise a small part of the overall highway crash and fatality data. In 2001, Indiana recorded its lowest accident and fatality numbers in many years.

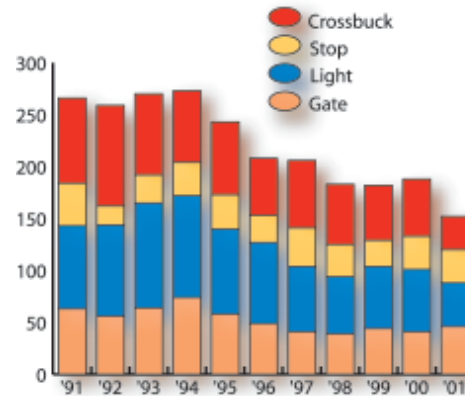
In addition to the \$15 million on signal programs, INDOT, through its Passive Grade Crossing Program, provides about \$500,000 per year to local agencies and railroads to assist them with replacing or updating crossbucks, stop signs, advance warning signs, pavement markings and other non-train activated improvements at rail crossings.

Of 6,323 railroad crossings in Indiana, 36 percent have crossbucks, 25 percent have gates, 24 percent have lights and 15 percent have stop signs. The graph at the top right shows the number of accidents that occurred when the listed safety features were present.

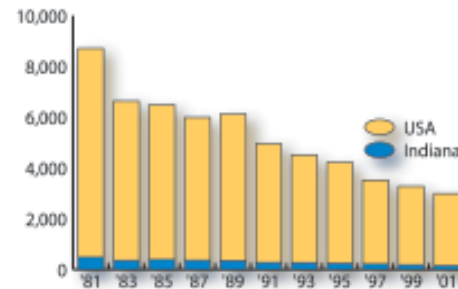
Types of Indiana Crossings



Indiana Crashes by Type



Crash Trends-Indiana Compared to USA



Rail Crossings

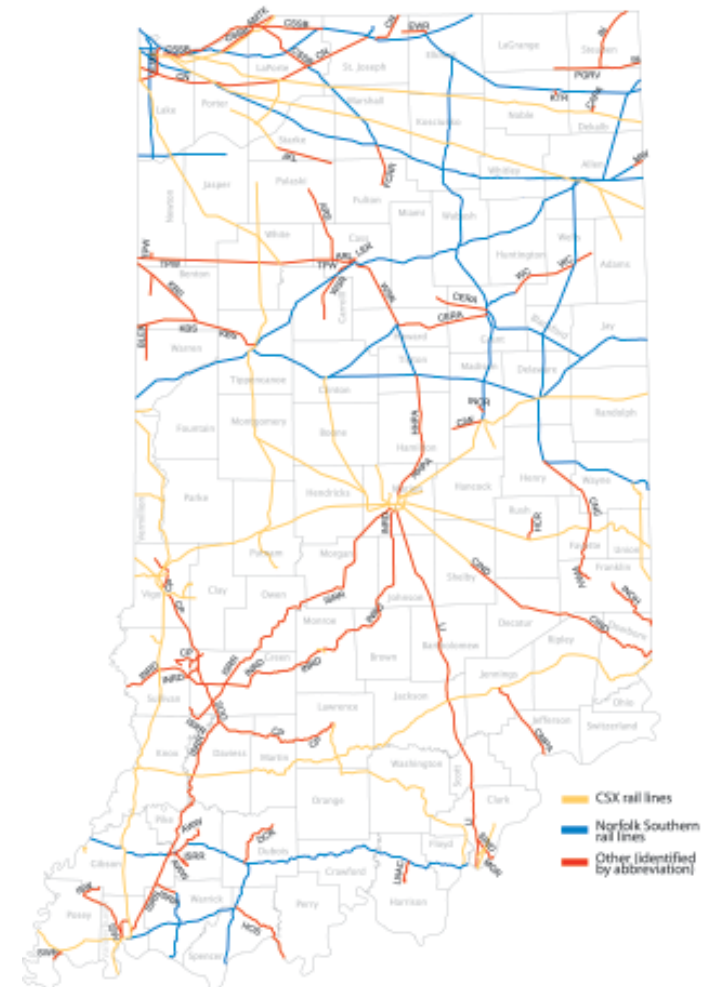


Railroads

Indiana Railroads, Classes, Mileage and Abbreviations (as of 1/03)

CLASS I RAILROADS	Mainline Track Miles	Abbreviation for Map
Amtrak	18	AMTK
CSX Transportation	1,840	CSX
Grand Trunk-CN	81	GTW
Norfolk Southern Corporation	1,385	NS
CP-SOO Line Railroad	94	SOO
Class I Subtotal	3,418	
CLASS II RAILROADS		
Chicago, South Shore & South Bend	86	CSSB
Elgin, Joliet & Eastern	35	EJE
Indiana Harbor Belt	26	IHB
Class II Subtotal	147	
CLASS III RAILROADS		
Algers, Winslow & Western Railway Co.	16	AWW
A & R Line	27	ARL
Auburn, Indiana Port Authority	1	CEPA
Beeline Railroad	10	BLR
C & NC Railroad	22	CNC
Central Indiana & Western Railroad Co.	9	CIW
Central Railroad Company of Indiana	87	CIND
Central Railroad of Indianapolis	26	CERA
Dubois County Railroad	16	
Elkhart & Western Railroad	9	
Fulton County Railroad	15	FCRR
Honey Creek Railroad	7	HCR
Hoosier Heritage Port Authority	37	
Hoosier Southern Railroad	22	HOS
Indian Creek Railroad Company	5	INCR
Indiana & Ohio Railroad, Inc.	19	INOH
Indiana Northeastern Railroad	43	IN
Indiana Rail Road Company	155	INRD
Indiana Southern Railway Co.	183	ISRR
Indiana Southwestern Railway Co.	26	ISW
J.K. Line, Inc.	16	JKL
Kankakee Beaverville & Southern	62	KBS
Kendallville Terminal Railroad	2	
Logansport & El River Short Line Co., Inc.	2	LER
Louisville & Indiana Railroad Co.	107	LI
Louisville, New Albany & Corydon Railroad	10	LNAC
Maumee & Western Railroad	3	MW
MG Rail, Inc.	8	MGR
Madison Railroad, Div. of City Port Authority	26	CMPA
Pigeon River Railroad Company	9	PGRV
Southern Indiana Railroad Company	8	SIND
Southwind Railroad	6	SWR
Toledo, Peoria & Western Railway Corp.	55	TPW
Wabash Central Railroad	25	WC
Whitewater Valley Railroad	19	WWW
Winimac Southern Railroad	56	WSR
Class III Subtotal	1,149	
Total System Mileage	4,714	

Indiana Rail Lines 2003



<http://www.in.gov/dot>



Additional Rail Assistance Programs

Passive Grade Crossing Program

Since 1997, more than \$2 million in state funds have been made available to local units of government and railroads operating in or through Indiana to provide improvements at passive rail-highway intersections. These are crossings without automatic (train-activated) types of warning devices.

Thirty-six counties have benefited from this program, which funded more than 2,000 passive grade crossing improvements. A few improvement types eligible for reimbursement include advance warning signs, pavement markings and sight obstruction removal.

Industrial Rail Service Fund

INDOT's Rail Section has provided loans and grants to numerous Class III railroads and municipal port authorities (city or county operated railroads) for the past 20 years. These funds help the railroads purchase or rehabilitate railroad tracks. The IRS fund has also been used to assist with the Lafayette Railroad Relocation Project. This project has eliminated 42 grade crossings in Lafayette.

The chart below shows the loans and grants provided during the last three years.

Total Funding Provided		
Fiscal Year	Number of loans and grants*	Total Amount
1999	3 loans/26 grants	\$6,142,963.13
2000	3 grants	\$913,308.00
2001	9 grants	\$1,633,702.61
Total	3 loans/38 grants	\$8,689,973.74

**Provided to Class III railroads, port authorities and cities*

Did you know... ?

- Each day approximately 32,000 rail carloads of freight are moved over rail lines.
- 44 railroads operate within the state.
- Railroads operate approximately 4,700 miles of track statewide.
- One rail carload carries the equivalent of two and a half semi-trailer loads.
- There are approximately 6,500 public rail-highway crossings.
- Railroads provide annual economic benefits to shippers of about \$2.1 billion in cost savings.

Future High Speed Passenger Rail

The Rail Section has been actively involved in the planning and analysis of potential higher speed passenger rail services throughout Indiana. Analysis is being conducted, in coordination with eight other midwest states, to determine the most cost effective technology and routing to be used to connect major midwest cities via high speed passenger trains. Along with its ongoing planning activities, INDOT completed a series of public outreach meetings around the state to discuss plans and receive input from the public.

Improved rail travel is being considered for its efficiency in serving travelers between major cities located between 150 and 400 miles apart.

The service being considered would carry travelers at speeds up to 110 mph with frequent departures, a comfortable ride and reliable service at prices competitive with discount airline fares.

